

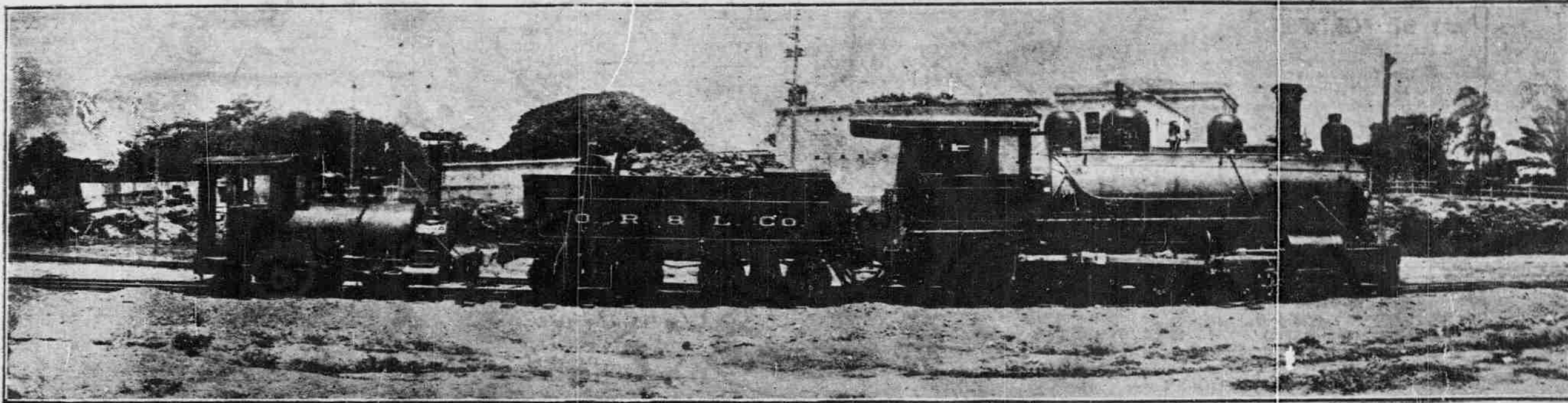
# The Oahu Railroad's Commercial and Scenic Prominence

Fourteen years ago, modestly equipped as becomes a starting venture, the lines of the Oahu Railway and Land Company were opened for the accommodation of the public as far as they then extended, to Halawa, a distance of eight miles. Today, after an almost phenomenal growth, foreseen indeed by the original promoter of the road, Mr. B. F. Dillingham, the railroad carries annually half a million of passengers and hauls 350,000 tons of freight, principally consisting of plantation products and supplies, over 84 miles of solidly constructed track, besides running branch lines to the big sugar mills along its route, owning and manipulating extensive ranches and possessing wharfage facilities seldom equalled.

The equipment of the road has grown from its inception to a perfectly equipped combination, making its own cars, with round houses, machine shops and eight well planned stations, besides the up-to-date depot at the Honolulu terminal, with its roofed over sheds, cemented platforms and modern gate system. There are also eight minor way stations without agents. There is no other line of its age or extent that can compare in equipment, volume of traffic, general efficiency and profitable income with the Oahu Railway and Land Company.

## THE ROLLING STOCK.

Thirteen engines furnish the motive power for the 277 cars of the company. Many of these are of the latest pattern and are the best of those built for narrow gauge tracks. So young in years, however, is the road that engines first purchased, though they have fallen from their high estate of being the principal locomotives, are still in active service in useful if not as dignified capacity. The illustration shows one of these earlier and still active engines side by side with the latest "Island Mogul," a typical picture of the growth of the road, always energetic but now trebled in scope. Eight passenger trains and two freight trains



YESTERDAY AND TODAY. OAHU RAILWAY AND LAND COMPANY.

Two roofed warehouses are capable of containing 20,000 tons of sugar, while there are also two general freight sheds measuring 80x400 feet. The slips are dredged to admit the draught of the big "Around the Horn" freighters that may, in the season, be seen stowing away thousands of tons of sugar for the long trip to New York.

All sugar is loaded by the electric conveyors of the company, capable of loading five tons to the minute, 300 tons to the hour, until the promptly despatched ship is sent on her way with her valuable freight.

## WHAT THE CARS CONTAIN.

An annual passenger traffic of 500,000 on an island containing less than 60,000 inhabitants, many of whom are constantly employed upon plantations with but little opportunity for travel, is a big showing. The Oriental proportion of passengers is, however, a large one, and all these by no means are content to travel in the second-class coaches. The railroad has its commuters, many of whom live at suburban Pearl City and

ing material and machinery of the sugar plantations tapped by the line of which the principal ones, all complete plantations with mills, are Honolulu Plantation Co., Oahu Sugar Co., Ewa Plantation, Waialua Agricultural Company, Waianae Plantation and Kahuku Plantation, the last the terminal of the road, 71 miles from Honolulu.

Neither freight nor passenger rates are in any way excessive, and from Saturday to Monday morning of each week excursion prices are maintained.

## AT PEARL CITY.

Pearl City, an attractive suburban resort, has been laid out by the company with excellent streets and a first-class waterworks system. A portion of this property is known as the Peninsula, a promontory jutting into Pearl Harbor, the proposed naval base of the United States, and is much affected by those who have built summer homes close to the water's edge and enjoy the cool breezes that come from the mountains and ripple the broad waters of the lochs. Nearly 150 purchasers have bought

and equipment, with broad verandahs and airy parlors, beautifully furnished, replete with every modern convenience, set in a miniature Eden of sparkling sea, brilliant skies, verdant mountain and rainbow-haunted valley, with immediate surroundings of well-kept lawns and walks.

Here the tourist can find the climate of Hawaii at its best, its scenery at a happy selection; go a-bathing in warm, sapphire waters bubbling over firm coral sands; a-canoeing in the native outrigs; enjoy the most excellent of hunting with plover, pheasant, wild turkey, wild goats and many other objects of his gunning ambition.

The Haleiwa Hotel, as it is styled, is a favorite resort not only of tourists, but of island residents, and a trip to the Territory is incomplete without the venture. Rides and drives in the neighborhood reveal new vistas, delightful in their variety and thoroughly typical of Hawaii in its best aspect.

## SCENERY AND SUGAR CANE.

The scenery along the lines of the

nurtured soil, fed on predigested fertilizers, waving and rustling in the breeze like a silken garment, or proudly tossing its tassels above the juicy canes, ripe for the harvest.

As the mills are the most advanced in the world with their equipment, so is the acreage yield far in the lead of the rest of the world, while these specks of islands produce one-third of the world's supply.

Frequent trips are made by tourists and others interested to the various plantations, where they are always courteously received, given information and shown the process that turns the sluggish juice to sparkling crystals.

## SOME OTHER INDUSTRIES.

No less interesting and picturesque are the dyked rice fields, where the thrifty Chinese plough their watery lands with the caribou and transplant the tiny blades with mathematical precision.

Seaward lie rock-walled fish ponds, built ages past by vast expenditure of labor, where the silver mullet, the joy of

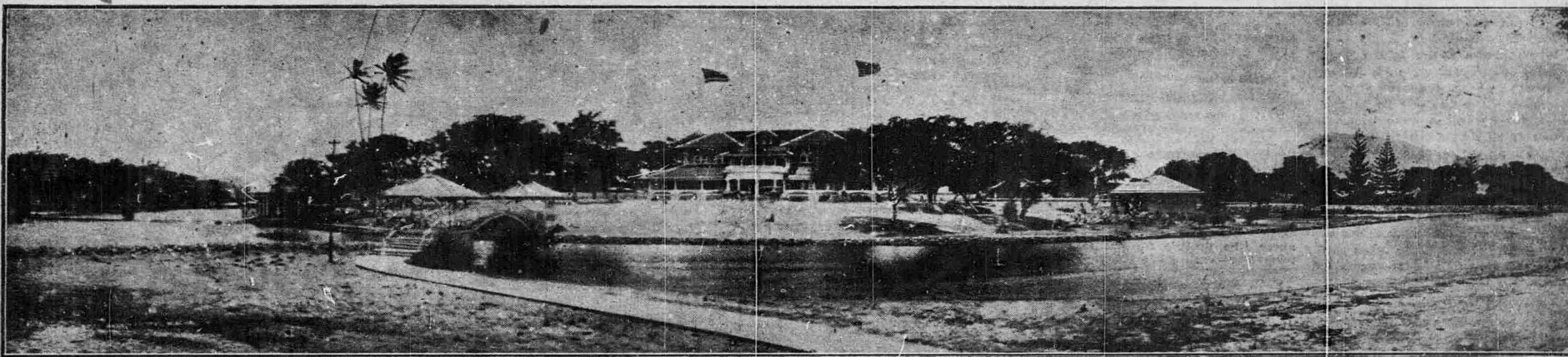
sandy shore, while the scent of the golden mimosa shrub comes in at the open window. The land is ever changing, always unexpected, hinting of its tortuous birth throes, of its ancient life and customs, and revealing glimpses of its present beauties that tempt one to explore at closer range.

## THE HONOLULU DEPOT.

By recent improvements, concluded last month, the Honolulu depot now presents an up-to-date appearance worthy of many larger systems. The comfort of the public and the exigencies of dealing with cosmopolitan crowds has been carefully considered, with most effective results.

Four hundred feet of roofing cover the three tracks of the terminal lines, by which run cemented platforms. Entrance to the trains is made by sliding gates, while the exit is arranged for liberally through a separate enclosure connecting with a big open-air waiting room.

At the entrance the roof of the main building peaks over to shelter the passenger from possible showers as he



THE HALEIWA HOTEL, AT WAIALUA.

leave Honolulu on a daily schedule always strictly maintained.

## THE YARD AND SHOPS.

For the upbuilding and maintenance of the rolling equipment, the yards are fully supplied with machine shops, turn tables, a capacious roundhouse, car factories where the cars of the line are built, and the regular offices of a smoothly running road. The cars are constructed on modern lines, with a view to the cool comfort sought for in semi-tropical climates, and range from the open freight trucks through all the grades to a handsome Pullman and observation car furnished with restful wicker lounging chairs.

## WHARFAGE FACILITIES.

The docking and storage equipment known as the Railroad wharves compares favorably with the terminal facilities of any line. There is 40,000 feet of wharf frontage at which twelve of the largest types of vessels and fifteen of average capacity can, and frequently do, find moorings.

travel to and from their business in Honolulu.

The 350,000 tons of freight carried last year by the road consisted mainly of sugar and fertilizers for the big plantations which have been established along its route. While the insistent growth of traffic is due to this ever extending industry, their existence must be credited to the foresighted starting of the railroad and its perpetual enterprise. The road is in the main responsible for the enlarged sugar production of Oahu, which, one-seventh the size of the big island of Hawaii, today boasts a yearly output of considerably over 100,000 tons, the practical equivalent of Hawaii's product and double the amount raised on Oahu three years ago.

Oahu as the center of the rice growing industry, sends along the rails much of that staple, while the cattle of Honolulu and Kahuku ranches, belonging to the Oahu Railroad and adding to its revenues, also form no inconsiderable part of the freight traffic, aside from the build-

property at Pearl Harbor for the sum of \$100,000, and the improvements have been many and often elaborate. A dancing pavilion has been placed at the expense of the company on the Peninsula shores overlooking the Middle Loch, and has been a source of great enjoyment to pleasure seekers.

The road runs through Pearl City to the water's edge of the Peninsula, much to the gratification of the suburbanites and the yachtsmen and rowing fraternity of Honolulu, who greatly affect the lochs for regattas, and have erected a cosy club house hard by their favorite element.

## THE HALEIWA HOTEL.

At Waialua, fifty-six miles from Honolulu, on the shores of a little anchorage, where a river runs down to the sea, amid beautiful tropical surroundings and bracing atmosphere—a spot that anywhere but in healthful Hawaii would be called a sanitarium—there is an ideal hotel, of the most modern construction

Oahu railroad has long been the theme of admiring tourists and descriptive writers. Its beauty and variety is unrivalled, while it presents a splendid opportunity to obtain a practical idea of the industrial economy of the group.

As the rails, skirting the ocean on one hand, or girdling the navigable waters of Pearl Harbor, with the rifted and pinnaled mountains, their fiery scars long since covered with nature's verdant healing, on the other, are devoured by the flying iron horse, the passenger, comfortably seated in a coach that glides easily over the well-kept roadbed, reviews broad belts of waving sugar cane, ever encroaching upon the valleys and up the mountain slopes as far as the powerful plantation pumps can force the initial necessity of water.

Every outdoor stage of the industry can be studied from the car windows—the busy laborers at work, the elaborate irrigating system, the ramification of plantation railways, and always the cane, sprouting vigorously from the carefully

ket. Glimpses of native fishermen in their canoes, or the hardy Japanese in their sampans, setting out for the deep sea fishing banks, may be caught, with here and there a white-winged yacht, cruising in the Pearl Harbor lochs or starting for the open sea.

Clustering villages with Oriental inhabitants, in their distinctive clothing, flash past, with here and there a Hawaiian family spending its daylight hours beneath a shady tree.

Here a shadowed valley opens up with enchanting vistas; there a mountain ridge, fire-scarred, rock-seamed and weather-worn, frowns its bleak forehead at a neighboring crag garlanded with verdure. Mountain spires, cloud-hung rear fantastic shapes, checkered with the shadows of their vaporous crowns. Sunlit plain succeeds the broken ramparts of some ancient crater, still desolate, its soils still too elementary to nurture life.

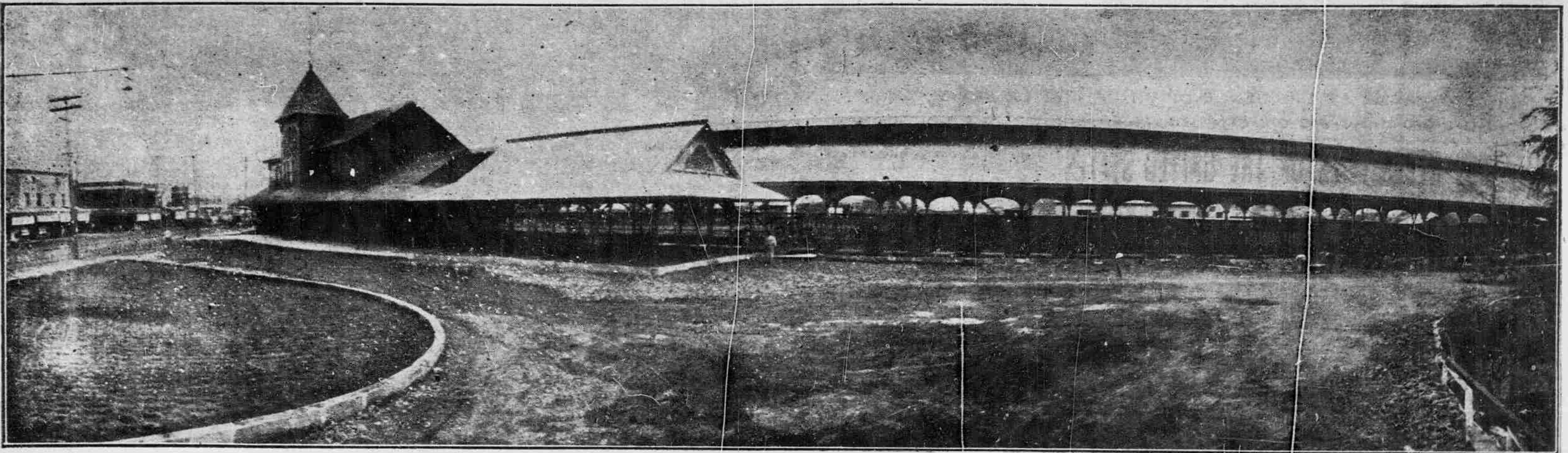
Coco palms toss their fronded tops in the trade breeze, the long surges break and flash on the reef, or murmur on the

alights from the electric car system. Broad eaves protect those who alight from carriages, while at the exit vehicles may drive under a roof for more direct convenience.

The main building contains, on the ground floor, the ticket offices, clerical departments, rooms of general passenger agent and superintendent, and separate waiting rooms for the sexes, with all conveniences. A refreshment room and news stand finds room also. Upstairs are the draughting rooms and board rooms of the company.

The line is connected throughout with telephones, and an effective semaphore system is in operation. Across the tracks lies the baggage room, with a separate entrance to the trains and convenient for the arrival of drays. The whole building is tastefully painted in shades of green, harmonizing with two well-kept lawns, encircled by macadamized driveways.

The buildings are compact, and form a most acceptable addition to Honolulu's buildings.



HONOLULU DEPOT OF THE OAHU RAILROAD.